

AMENDMENTS TO THE CLAIMS

1. (Original) A low noise pneumatic tire having a tread, the tread having a radially inner surface facing to a cavity of the tire, belt-shaped sound absorbing members being mounted on the radially inner surface of the tread at prescribed intervals circumferentially of the tire by a fixing elastic band, the belt-shaped sound absorbing members each comprising at least one layer formed of a porous material having an apparent density of 10 kg/m³ to 70 kg/m³.
2. (Original) A low noise pneumatic tire according to claim 1, wherein a total longitudinal length of the belt-shaped sound absorbing members mounted on the radially inner surface of the tread is equal to or greater than 30% of an entire circumferential length of the radially inner surface of the tread.
3. (Currently amended) A low noise pneumatic tire according to claim 1 or 2, wherein the at least one belt-shaped sound absorbing layer comprises one belt-shaped sound absorbing layer, the one belt-shaped sound absorbing layer being 5 mm to 50 mm in thickness.
4. (Original) A low noise pneumatic tire according to claim 3, wherein the one belt-shaped sound absorbing layer has a radially inner surface in a form of an uneven surface.
5. (Original) A low noise pneumatic tire according to claim 4, wherein the uneven surface is 20 mm or less in unevenness.
6. (Currently amended) A low noise pneumatic tire according to any one of claims 1 to 5, wherein the belt-shaped sound absorbing members each have an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz.
7. (Currently amended) A low noise pneumatic tire according to claim 1 or 2, wherein the at least one belt-shaped sound absorbing layer comprises two belt-shaped sound absorbing layers, each of the two belt-shaped sound absorbing layers having a thickness ranged from 5 mm to 45 mm, a total thickness of the two belt-shaped sound absorbing layers being 50 mm or less.

8. (Original) A low noise pneumatic tire according to claim 7, wherein one of the two belt-shaped sound absorbing layers has an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz.

9. (Original) A low noise pneumatic tire according to claim 8, wherein the other of two belt-shaped sound absorbing layers has an acoustic absorption coefficient of 40% or greater at a frequency of 1 kHz.

10. (Original) A low noise pneumatic tire according to claim 7, wherein the two belt-shaped sound absorbing layers comprise an outer belt-shaped sound absorbing layer in contact with the radially inner surface of the tread, and an inner belt-shaped sound absorbing layer disposed radially inwardly of the outer belt-shaped sound absorbing layer, the outer belt-shaped sound absorbing layer being formed of a porous material having a tensile strength higher than that of the inner belt-shaped sound absorbing layer, the inner belt-shaped sound absorbing layer having an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz.

11. (Currently amended) A low noise pneumatic tire according to claim 1-~~or~~-2, wherein the at least one belt-shaped sound absorbing layer comprises a first belt-shaped sound absorbing layer having an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz, and a second belt-shaped sound absorbing layer that covers the entire first belt-shaped sound absorbing layer and has a sound absorbing property different from that of the first belt-shaped sound absorbing layer, the second belt-shaped sound absorbing layer including an inner portion having a plurality of holes through which the tire cavity communicates with the first belt-shaped sound absorbing layer.

12. (Currently amended) A low noise pneumatic tire according to claim 1-~~or~~-2, wherein the at least one belt-shaped sound absorbing layer comprises a first belt-shaped sound absorbing layer having an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz, and a second belt-shaped sound absorbing layer that covers the first belt-shaped sound absorbing layer so as to expose only one longitudinal side face of the first belt-shaped sound absorbing layer 18

to the tire cavity 4 and has a sound absorbing property different from that of the first belt-shaped sound absorbing layer.

13. (Original) A low noise pneumatic tire according to claim 12, wherein the first belt-shaped sound absorbing layer covered with the second belt-shaped sound absorbing layer has a longitudinal length that is substantially 25% of an entire circumferential length of the radially inner surface of the tread, two belt-shaped sound absorbing members each having the first belt-shaped sound absorbing layer covered with the second belt-shaped sound absorbing layer being placed at locations opposite to each other with the one longitudinal side faces thereof exposed to the tire cavity facing to one side.

14. (Currently amended) A low noise pneumatic tire according to claim 11, 12 or 13, wherein each of the first belt-shaped sound absorbing layer and second belt-shaped sound absorbing layer has a thickness ranged from 5 mm to 45 mm, a total thickness of the first belt-shaped sound absorbing layer and second belt-shaped sound absorbing layer being 50 mm or less.

15. (Currently amended) A low noise pneumatic tire according to ~~any one of claims 1 to 14~~ claim 1, wherein the fixing elastic band is formed of a synthetic resin, the fixing elastic band being 10 mm to 30 mm in width, and 0.5 mm to 2.0 mm in thickness.

16. (Original) A low noise pneumatic tire according to claim 15, wherein the fixing elastic band is formed of a polypropylene resin having flexural modulus of elasticity ranged from 1100 MPa to 1800 MPa.